

SPILL PREVENTION, CONTROL, AND COUNTERMEASURES PLAN

NATIONAL WEATHER SERVICE
Pittsburgh Weather Forecast Office
192 Shafer Road
Moon Township, Pennsylvania 15108

Original Date of Plan : January 11, 1996
Date of Last Plan Review : March 29, 2002
Date of Last Amendment
and P.E. Certification : March 29, 2002

Designated Person Responsible for Spill Prevention:

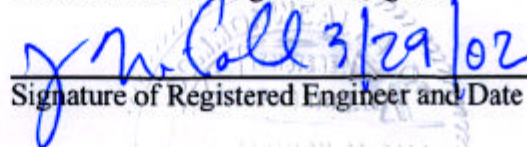
Al Dyga, Environmental Focal Point
Telephone: (412) 262-1591 Ext. 227

CERTIFICATION

I hereby certify that I have examined the facility, and being familiar with the provisions of Title 40 of the Code of Federal Regulations Part 112, I attest that this Spill Prevention, Control, and Countermeasures (SPCC) Plan has been prepared in accordance with good engineering practices.

John McCall

Printed Name of Registered Engineer

 3/29/02

Signature of Registered Engineer and Date

Registration No. PE-050653-E

State PA

REVIEW DOCUMENTATION AND MANAGEMENT APPROVAL PAGE

REVIEW DOCUMENTATION

In accordance with Title 40 Code of Federal Regulations (CFR) Part 112.5(b), a review and evaluation of this Spill Prevention, Control, and Countermeasures (SPCC) Plan shall be conducted at least once every 3 years and shall be conducted by the Meteorologist in Charge, NWS Regional Environmental/ Safety Coordinator, or NOAA Regional Environmental Compliance Officer. After the review and evaluation, the National Weather Service shall amend the SPCC Plan within 6 months to include more effective prevention and control technology if:

- C Such technology will significantly reduce the likelihood of a spill event from the facility, and
- C If such technology has been field-proven at the time of review.

Amendments to the SPCC Plan shall be made when a change in the facility design, construction, operation, or maintenance materially affects the potential for the discharge of oil into or upon the navigable waters of the United States or adjoining shorelines. These amendments shall be fully implemented as soon as possible, but no later than six months after such a change occurs, and shall be certified by a Professional Engineer. Other amendments due to facility changes that do not affect the potential for discharge (such as changes in personnel or contact information) can be made at any time, and certification by a Professional Engineer shall not be required.

Review Date	Signature of Responsible Manager	Amended (Yes or No)?	PE Certification Required (Yes/No)?

MANAGEMENT APPROVAL

The National Weather Service is committed to the prevention of discharges of oil to navigable waters and the environment. We maintain the highest standards for spill prevention, control, and countermeasures through regular review, updating, and implementation of this SPCC Plan for the Weather Forecast Office.

Theresa Rossi, Meteorologist in Charge

Printed Name and Title of Responsible Manager

Signature and Date

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PART I - GENERAL INFORMATION

A. GENERAL

This section provides general information about the facility.

1. Name

National Weather Service (NWS)
Pittsburgh Weather Forecast Office (WFO)

2. Type

This facility is an onshore facility (non-production) that operates as a river and weather forecast center and is staffed 24 hours per day, 7 days per week, and 365 days per year.

3. Date of Initial Operation

1994

4. Location

192 Shafer Road
Moon Township, Allegheny County, Pennsylvania 15108

5. Name and Address of Operator

National Weather Service
192 Shafer Road
Moon Township, Pennsylvania 15108

6. Facility Contacts

<u>Name</u>	<u>Title</u>	<u>Telephone Number</u>
Al Dyga	Environmental Focal Point	(412) 262-1591 Ext. 227
Theresa Rossi	Meteorologist-in-Charge	(412) 262-1591

7. Local Emergency Planning Committee

Allegheny County Department of Emergency Management
Glenn Cannon
400 North Lexington Street
Pittsburgh, PA 15208-2521
(412) 473-2550

B. SITE DESCRIPTION AND OPERATIONS

This section describes the site location, its operations that store diesel fuel, site drainage patterns, spill history, and spill potential.

1. Facility Location, Layout, and Operations

The facility is located in Moon Township, Allegheny County, Pennsylvania, approximately 3 miles north of the Pittsburgh International Airport, and approximately 13 miles northwest of Pittsburgh (Figure 1). Figure 2 shows the layout of the facility, including the location of one 1,000-gallon aboveground storage tank (AST), one 25-gallon day tank, and two 250-gallon Radar Data Acquisition (RDA) tanks.

The 1,000-gallon AST and 25-gallon day tank are used to store fuel that is used to power the WFO's emergency generator. The WFO generator is used to supply a backup source of electricity for WFO operations. The WFO generator and the 25-gallon day tank are located in the WFO generator building south of the WFO and are not exposed to precipitation. The 1,000-gallon AST is located immediately outside the WFO generator building to the south.

The two 250-gallon RDA tanks are used to fuel an emergency generator used to supply power to the RDA systems. The two 250-gallon ASTs and RDA generator are located inside an enclosed RDA generator building west of the RDA tower and are not exposed to precipitation.

The estimated fuel usage is approximately 85 gallons per month. This estimate is based on an automatic test of each generator once per week for 30 minutes, and for power outages. Fuel consumption would increase based on the frequency and duration of any power outages.

2. Facility Storage

The 1,000-gallon AST is a welded steel plate tank enclosed in a concrete outer shell that provides sufficiently impervious containment and protects the containment from exposure to precipitation. The primary tank has a 2-inch-diameter vent and a 6-inch-diameter emergency vent. The tank hull was repaired during the summer of 2001. The repairs included sealing surface cracks and repainting the outer concrete hull.

The 1,000-gallon AST is connected to a pump on top of the day tank via a double-walled line that travels through the wall of the WFO generator building. This pump moves fuel from the 1,000-gallon AST into the day tank. The day tank is a single-walled rectangular steel tank and is set in an open top spill pan (rupture basin). The day tank is connected to the generator by flexible rubber supply and return lines.

The two RDA tanks are located inside the RDA generator building. The RDA tanks are rectangular, singled-walled and constructed of welded steel plates. The tanks supply fuel directly to the RDA generator via rubber supply lines.

Table 1 summarizes the pertinent information on the tanks at the facility.

3. Drainage Pathway and Distance to Navigable Waters

Any fuel oil spilled outside the secondary containment of the 1,000-gallon AST or day tank would travel either east or west; the 1,000-gallon AST and 25-gallon day tank are located on a topographic high point. A potential spill flowing east would travel over a concrete pad approximately 6 feet to a grassy slope. A potential spill flowing west would travel over a concrete pad approximately 10 feet to an asphalt parking area. Runoff from this area of the asphalt parking lot is controlled by a concrete curb that directs flow southwest to an embankment lined with rip rap. Flow along the embankment travels into a french drain system along the southern portion of the site. The french drain directs flow west and into the local storm sewer system.

Any fuel oil spilled outside the secondary containment of the two 250-gallon RDA tanks would flow south on a gravel surface to a grassy area approximately 10 feet from the RDA generator building. Flow reaching the grassy area would travel downhill and enter the french drain along the southern border of the site. Any spills occurring outside the sheds during unloading would travel west along the asphalt driveway to the NWS property boundary, and into the city storm sewer located along Shafer Road.

Stormwater flow entering the local storm sewer system would eventually flow to Flagherty Run, approximately 0.5 mile northwest of the site. Flagherty Run drains into the Ohio River, approximately 2 miles north of the site.

4. Spill History

Reportable spill events from 1994 (start of operations) to present (date on cover of this plan):

None.

5. Spill Potential, Volumes, and Rates

The most probable causes of spills from the 1,000-gallon AST and RDA tanks are from overfilling, a ruptured hose during fuel unloading, or failure of fuel supply lines. For the day tank, the probable causes of spills are from a failure of the pump to shut down or failure of the line from the pump to the day tank. Low probability events for any of the tanks could include loss of structural integrity because of vandalism or a natural disaster. It is possible that a vehicle collision could cause a spill from the 1,000-gallon AST, but the probability of such an event is low because the 1,000-gallon AST is not in the direct line of vehicle traffic.

Table 2 summarizes the potential type of failure, potential spill volume, estimated rate, and direction of spill flow from the tanks.

PART II - DESIGN COMPONENTS AND OPERATIONAL PROCEDURES FOR SPILL PREVENTION AND CONTROL

This section discusses spill prevention and control measures that shall be implemented at the facility.

A. SPILL PREVENTION

This section describes design components and operating procedures that shall be implemented at the facility to prevent oil spills.

1. Bulk Storage Tanks and Facility Transfer Operations

1,000-gallon AST: The tank construction is compatible with the diesel fuel stored in the tank. Secondary containment is provided for the AST that will provide for the entire capacity. A 4-gallon-capacity round spill container surrounds the fill spout. The AST is equipped with an audible high-level alarm set at 85 percent of the AST capacity (850 gallons) and an automatic shut-off valve on the cam-lock fitting fill spout set to close at 90 percent of the AST capacity (900 gallons). There also is an interstitial monitoring device between the primary tank and concrete outer shell (secondary containment) that is connected to an audible alarm system. A float-type level gauge indicates the fuel level (from empty to full).

Day Tank: The day tank is located inside the WFO generator building and is not exposed to precipitation. The day tank is equipped with a liquid level gauge to indicate the amount of fuel in the tank (from empty to full). It is situated over an open-top spill pan (rupture basin) designed to hold 110 percent of the day tank volume. The rupture basin is equipped with a float switch designed to detect fuel within the basin and a high-level float switch; both switches shut off the fuel pump if engaged.

Piping: An antisiphoning valve is located between the 1,000-gallon AST and the pump to prevent unwanted fuel from being siphoned from the 1,000-gallon AST. The piping from the AST to the day tank pump is in a polyvinyl chloride pipe sleeve to protect it from corrosion.

RDA Tanks: These tanks are enclosed in a weatherproof building that provides sufficient containment for the contents of the tanks. The tanks are constructed of steel and are compatible with the diesel fuel stored within the tanks. The tanks are equipped with fuel sensors and a high-level audible alarm. The RDA generator building is designed with a "tub flooring" that is approximately 6- to 8-inches deep, with a raised door frame to keep fuel from spilling out of the doorway.

2. Tank Truck Unloading Operations

All delivery drivers shall have U.S. Department of Transportation hazardous material transportation training as required by Federal law.

The remainder of this section discusses the procedures that shall be used during unloading of fuel from the tank truck into the storage tank to prevent spills. Using the form in Appendix A, this procedure shall be documented every time refueling occurs. Copies of this form shall be kept for 3 years.

The following procedure shall be used prior to fuel unloading:

- C Move spill containment equipment, such as booms or spill barriers, into the unloading area.
- C Ensure that the audible high-level alarm system and the automatic shutoff valve are functioning properly.
- C Determine the available capacity (ullage) of the tank by converting the reading on the fuel gauge to gallons (see Appendix A). This ullage is communicated to the fuel supply contractor and marked in the fueling log.
- C Block the tank truck wheels.
- C Place drip pans under all pump hose fittings (if applicable) prior to unloading.
- C Ensure the fill nozzle is placed in the appropriate tank appurtenance.

Both the NWS representative and the delivery driver shall remain with the vehicle at all times during unloading. Gauges on the tank and the truck shall be continuously monitored to ensure the ullage is not exceeded. If the audible high-level alarm sounds, the unloading of fuel shall be stopped as soon as possible.

After fuel unloading is completed:

- C Record the amount of fuel transferred to the tank in the log (Appendix A).
- C Drain the fill hose and then ensure that all drain valves are closed (if applicable) before removal of the hose from the tank.
- C Pour any fuel in the drip pans, tank truck containment pool, or spill container on the fill pipe into the AST (if it has the capacity), or dispose of it appropriately.
- C Inspect the tank truck before removing the blocks to ensure the lines have been disconnected from the tank.
- C Remove the blocks from the truck wheels.
- C Place a copy of the fuel unloading checklist in the SPCC plan.

3. Inspections and Records

Inspection and Maintenance of Tanks: The 1,000-gallon AST, day tank, and RDA tanks shall be inspected weekly for any fuel outside the tank, especially at seams (including the underside). The concrete outer shell is inspected for excess cracks. The outside of exposed piping is inspected weekly, especially at the joints such as gasket fittings. Monthly and annual inspections shall follow the checklists shown in Appendix B.

Record Keeping: The Environmental Focal Point or designated alternate is responsible for completing the ullage logs and documenting the fuel unloading procedures. These records, as well as records of all inspections, shall be maintained for at least 3 years from the time of inspection.

4. Site Security

Adequate lighting is provided for the 1,000-gallon AST and the RDA tanks in order to detect spills that may occur at night and to deter vandalism. However, the light bulbs in the lighting system over the RDA tanks are currently not operable. A security fence with a locked gate is provided for the RDA tower area, including the RDA generator, RDA tanks, and the shed in which they reside. Neither the day tank nor the two RDA tanks are located in the direct line of traffic.

Signage around all of the tanks warns of the presence of a combustible liquid and that the combustible liquid is diesel fuel number 2.

5. Training

The Environmental Focal Point (person responsible for spill prevention), at least one alternate, and the Meteorologist in Charge shall be trained in the intent of applicable oil spill regulations and how to implement the inspection and maintenance procedures outlined in paragraph 3, above. Spill control and countermeasures also shall be included in the training.

Training shall be repeated at least once per year. All new personnel responsible for implementing this SPCC plan shall be properly trained before beginning the new position. A record of who was trained, when, and by whom, shall be filed with this SPCC plan and kept for a period of 3 years.

B. SPILL CONTROL

This section describes control measures that shall be implemented to prevent any spilled oil from entering navigable waters or adjoining shorelines.

1. Secondary Containment Designs, Construction Material, and Volume

The concrete outer shell of the 1,000-gallon AST completely encloses the primary tank and does not allow precipitation into the containment. The secondary containment structure has been constructed to contain the entire volume of the tank. A 4-gallon-capacity round spill container surrounds the fill spout. The AST is equipped with an audible high-level alarm set at 85 percent of the AST capacity (850 gallons) and an automatic shut-off valve on the cam-lock fitting fill spout set to close at 90 percent of the AST capacity (900 gallons). An interstitial monitoring

device between the primary tank and concrete outer shell (secondary containment) is connected to an audible alarm system.

The day tank is contained within the WFO generator building that provides containment and protects the area from exposure to precipitation. The day tank also has a rupture basin designed to hold 110 percent of the day tank volume. The rupture basin is equipped with a float switch designed to detect fuel within the basin and a high-level float switch; both switches shut off the fuel pump if engaged.

Secondary containment for the two RDA tanks is provided for in the RDA generator building design. Adequate containment volume is provided in the building in case of an instantaneous release. The RDA generator building is designed with a “tub flooring” that is approximately 6- to 8-inches deep, with a raised door frame to keep fuel from spilling out of the doorway.

2. Spill Kits Type and Location

The facility shall have kits designed to absorb diesel fuel and which can prevent discharged oil from reaching nearby water bodies or storm sewers. The facility has a spill kit in the WFO generator building that includes oil absorbent socks and mats in a 25-gallon polyethylene container that can be used as a disposal container. The facility also maintains granular absorbent material that can absorb diesel fuel.

PART III - SPILL COUNTERMEASURES AND REPORTING

The primary emphasis of this SPCC plan is on prevention. The spill countermeasures presented do not constitute a contingency plan detailed in Title 40 CFR Part 109, nor is one required. Such a plan is only required under Title 40 CFR 112.7(d) if it is impracticable to provide containment, diversionary structures, or equipment to prevent the discharge of oil to navigable waters. In addition, this facility is not required to have a facility response plan under Title 40 CFR Part 112.20 because it does not:

- C Transfer oil over water from vessels and have a total oil storage capacity of greater than or equal to 42,000 gallons, or
- C Have a total storage capacity over 1 million gallons.

A. SPILL COUNTERMEASURES

This section presents countermeasures to contain, clean up, and mitigate the effects of an oil spill that impacts navigable waters or adjacent shorelines.

A spill containment and cleanup activity will never take precedence over the safety of personnel. No countermeasure activities will be undertaken until conditions are safe for workers. The “SWIMS” procedures should be implemented as countermeasures:

- S - Stop the leak and eliminate ignition sources.
 - a. Attempt to seal or some how stop leak if it can be done safely.
 - b. Attempt to divert flow away from catch basins with a spill barrier or the contents of the spill kit.
 - c. Eliminate all ignition sources in the immediate area.
- W - Warn others.
 - a. Yell out “SPILL.” Inform the person in-charge at your facility.
 - b. Account for all personnel and ensure their safety.
 - c. Notify contacts and emergency response contractor as described in the following section for assistance in control and cleanup.
- I - Isolate the area.
 - a. Rope off the area.
- M - Minimize your exposure. Stay upwind.
- S - Stand by to assist the emergency response contractor, if necessary.

B. SPILL REPORTING

This section discusses the reporting procedures for spills of diesel fuel at the facility. The individuals and organizations that are notified vary based on the quantity of the spill, whether it reaches navigable waters or adjoining shorelines, and the frequency of spills.

A spill report form that requests the information to be reported to all agencies in written form (to the extent known) is included in Appendix D. Copies of the completed form should be submitted, preferably by e-mail, to the NWS Environmental Compliance Officer and the NOAA Regional Environmental Compliance Officer.

1. General Notification Procedures for All Spills

The responsible person or designee is directly charged with reporting all oil spills that result from facility operations as follows:

- First, call 9-1-1 if there is an immediate emergency (if “9” is require for an outside telephone line, dial 9-9-1-1)
- Next, notify the appropriate individuals within the NWS such that the individuals can keep internal records regarding the spill event. If necessary, the individuals can provide technical assistance regarding the procurement of cleanup contractors, the potential need for follow-up assessments, regulatory reporting, waste disposal, or other issues.
 1. Mike Jacob, (301) 713-1838 Ext. 165 Michael.Jacob@noaa.gov, NWS Environmental Compliance Officer
 2. Olga Kebis, (301) 713-1838 Ext. 170 Olga.Kebis@noaa.gov, NWS Safety Officer
 3. Kevin Murray , (631) 244-0146 Kevin.Murray@noaa.gov, NWS East Regional Environmental/Safety Coordinator
 4. Lynnette Ansell, (757) 441-6298 Lynnette.Ansell@noaa.gov, NOAA East Regional Environmental Compliance Officer

2. Federal Notification

The Federal Clean Water Act as described in Title 40 CFR Part 110.6, requires notifying the U.S. Environmental Protection Agency’s (EPA) National Response Center (or the U.S. Coast Guard [USCG]) as soon as anyone has knowledge of any discharges of oil in quantities that “may be harmful.” Title 40 CFR Part 110.3 defines “may be harmful” as a discharge that:

- Violates applicable water quality standards, or
- Causes a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or causes a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.

If either of these criterion are met contact:

- C The National Response Center (EPA and USCG): (800) 424-8802

Under the SPCC regulations, spill information listed in Title 40 CFR Part 112.4(a) must be reported to the regional EPA office within 60 days if either of the following occurs:

- C A discharge of more than 1,000 gallons of oil into or upon navigable waters or adjoining shorelines in a single event, or
- C Two spill events that cause visible sheens upon navigable waters or adjoining shorelines within any 12-month period.

Diesel fuel is not listed as a hazardous substance under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); therefore, no other notification to the EPA is required for discharges of diesel fuel other than those listed above.

3. State Notification

The Commonwealth of Pennsylvania Department of Environmental Protection has not adopted the Federal guidelines for SPCC regulations. However, the Commonwealth of Pennsylvania Department of Environmental Protection emergency response notification should be contacted in the event of a spill at:

- (412) 442-4000 (24 hours)

4. Cleanup Contractor Notification

An emergency response contractor also should be notified to assist with the clean up of a spill, if necessary. Contact information for at least three emergency response vendors shall be maintained in this plan. NWS has identified the following contractors that are available for emergency response.

- React Environmental Services: (800) 326-2439
- Philip Environmental Services: (800) 567-7455
- Safety Kleen: (412) 462-0644

PART IV - RECOMMENDED IMPROVEMENTS

In accordance with Title 40 CFR Part 112.7, this section presents physical upgrades or procedural changes that are not yet fully operational but are called for in this plan.

A. PHYSICAL UPGRADES

1. Tanks

Signs currently warn of the presence of a combustible liquid and that the combustible liquid is diesel fuel number in accordance with SPCC requirements. The facility should install signs for the tanks that indicate "No Smoking." This upgrade should be implemented within 6 months of the date of this plan. These and other hazardous material information signs and placards can be ordered through Safety Today^{lab} safety supply at (800) 837-9300.

2. Security

The light bulbs should be replaced in the area of the RDA generator in order to detect spills that may occur at night and to deter vandalism. This upgrade should be implemented within 2 months of the date of this plan.

3. Spill Kits

The facility shall maintain sufficient spill kit materials such as absorbent pads and mats sufficient to prevent a spill from reaching a nearby water body or storm sewer such as the french drain system south of the facility.

The facility should obtain an additional spill kit for the RDA generator room. The spill kit should include oil absorbent socks and mats in a polyethylene container that can also be used as a disposal container. This upgrade should be implemented within 6 months of the date of this plan.

Also, the facility should obtain additional absorbent socks for the spill kit at the WFO generator building. The additional absorbent socks would aid in diverting fuel from the nearby embankment and french drain that lead to the local storm sewer. This upgrade should be implemented within 6 months of the date of this plan.

B. PROCEDURAL CHANGES

1. Inspections and Preventative Maintenance

The inspection checklists found in Appendix B should be followed. This requirement is found in Title 40 CFR Part 112.7(e)(8). The area within and around all tanks shall be inspected for signs of leakage regularly. Visual inspections of the outside each of the tank's walls shall be inspected for potential problems with tank integrity such as leaks or evidence of cracking or breaching. Also, the interstitial monitoring device in the 1,000-gallon AST is designed to monitor the integrity of its primary tank. If a problem is suspected with any tank, tightness testing should be initiated soon after discovery.

2. Training

The Environmental Focal Point (person responsible for spill prevention at the facility) and an alternate should be trained in the intent of the applicable oil spill regulations and how to implement the inspection and maintenance procedures outlined in the previous section. Spill control and countermeasures also should be included in the training. The alternate should be designated in case the primary person is off the site at the time of a spill. A recommended outline for the training is found in Appendix C.

Training should be repeated once per year. All new personnel responsible for implementing the SPCC plan should be properly trained before beginning the new position. A record of who was trained, when, and by whom, should be filed with this SPCC plan and kept for a period of three years. This requirement is found in Title 40 CFR 112.7(e)(10).

Spill prevention briefings for operating personnel should be conducted at frequent intervals to ensure adequate understanding of the SPCC plan and to describe spill events or failures, malfunctioning components, and recently developed precautionary measures.

Figure 1 Site Location

Figure 2 Site Layout

TABLE 1
DESCRIPTIVE INVENTORY OF FACILITY STORAGE

Tank	Nominal Capacity (Gallons)	Product Stored	Type	Double Walled?
1,000-gallon AST	1,000	Diesel fuel number 2	AST	Yes
Day Tank	25	Diesel fuel number 2	AST	No ¹
RDA Tank	250	Diesel fuel number 2	AST	No ²
RDA Tank	250	Diesel fuel number 2	AST	No ²
Total Capacity	1,525			

Notes: AST Aboveground storage tank

- 1 Tank is situated over a rupture basin that contains 110 percent of its volume.
- 2 Tanks are in the RDA generator building designed to contain 110 percent of its volume.

TABLE 2
POTENTIAL SPILL SOURCES AND VOLUMES

Source	Event	Potential Spill Volume (gallons)	Estimated Rate (gallons per minute)	Direction of Spill Flow	Remarks
1,000-Gallon AST	Overfilling or a ruptured hose during fueling	>0 to 40 ^a	80 ^b	East or west	Operational procedures are in place to prevent overfilling.
	Failure of fuel supply line to pump	>0 to 1,000	Variable	East or west	Can be minimized through routine inspections.
	Structural failure or vandalism	>0 to 1,000	Variable	East or west	Low probability event that both primary and secondary tank shells would fail. Generator building is kept locked.
	Vehicle collision	>0 to 1,000	Variable	East or west	Low probability event. Vehicle traffic is limited and traffic flow is not directly towards tanks.
	Overturn or puncture during natural disaster	>0 to 1,000	Variable	East or west	Low probability event. Double-walled tank gives extra protection from rupture, but a natural disaster could cause a spill.
Day Tank	Failure of the pump to shut down after filling day tank or failure of the line from pump to day tank.	>0 to 1,000	Variable	East or west	Can be minimized through routine inspections.
	Failure of fuel return line	>0	10 ^c	East or west	Can be minimized through routine inspections.
	Structural failure or vandalism	>0 to 25	Variable	East or west	Low probability event. Can be minimized through regular inspections and maintenance.
	Overturn or puncture in an earthquake or tornado	>0 to 25	Variable	East or west	Low probability event.

Notes:

- a Based on a maximum pumping rate of 80 gallons per minute from the fill truck and a maximum of 30 seconds to turn off the pump.
- b Estimated maximum pumping rate of fill truck.
- c Estimated return line flow rate.

TABLE 2 (Continued)

POTENTIAL SPILL SOURCES AND VOLUMES

Source	Event	Potential Spill Volume (gallons)	Estimated Rate (gallons per minute)	Direction of Spill Flow	Remarks
Each of Two 250-gallon RDA Tanks	Overfilling or a ruptured hose during fueling	>0 to 40 ^a	80 ^b	South or west	Operational procedures are in place to prevent overfilling.
	Failure of fuel supply line to pump	>0 to 250	Variable	South	Can be minimized through routine inspections.
	Structural failure or vandalism	>0 to 250	Variable	South	Low probability event that generator building would fail. The RDA generator building is designed with a "tub flooring" that is approximately 6- to 8-inches deep, with a raised door frame to keep fuel from spilling out of the doorway. Generator building is kept locked.
	Overturn or puncture during natural disaster	>0 to 250	Variable	South	Low probability event.

Notes:

- a Based on a maximum pumping rate of 80 gallons per minute from the fill truck and a maximum of 30 seconds to turn off the pump.
- b Estimated maximum pumping rate of fill truck.
- c Estimated return line flow rate.

APPENDIX A
TANK RECORDS

APPENDIX B

TANK ULLAGE/FUELING LOG AND FUEL UNLOADING PROCEDURE CHECKLIST (2 Pages)

APPENDIX B-1

TANK ULLAGE AND FUELING LOG

Tank Capacity _____ gallons

Date	Initials	Gauge Reading	Initial Volume of Fuel in Tank ^a (Gallons)	Available Capacity or Ullage ^b (Gallons)	Quantity Added (Gallons)	Comments

Notes:

a From gauge reading

b Available capacity = tank capacity - initial volume of fuel in tank

APPENDIX B-2

FUEL UNLOADING PROCEDURE CHECKLIST

Date: _____ Tank: _____

NWS Representative: _____ Supplier: _____

/	ITEM	DESCRIPTION	COMMENT
The following six items must be completed prior to fuel unloading:			
	1	Move spill containment equipment, such as booms or spill barriers, into the unloading area.	
	2	Ensure the audible high-level alarm system and automatic shutoff valve are functioning properly.	
	3	Determine the available capacity (ullage) of the tank by converting the reading on the fuel gauge to gallons (Appendix A, page A-1 in SPCC plan). This ullage should then be marked in the fueling log and communicated to the tank truck unloading contractor.	
	4	Block the wheels of the tank truck.	
	5	Place drip pans under all pump hose fittings (if applicable) after the hose is hooked up to the tank and prior to unloading.	
	6	Ensure the fill nozzle is placed in the appropriate tank appurtenance.	
During unloading			
	7	Ensure that the NWS representative and the tank truck operator remain with the vehicle at all times during unloading.	
	8	Monitor the gauges on the tank and the truck continuously to ensure the ullage is not exceeded. If the audible high-level alarm sounds, the unloading of fuel is stopped as soon as possible.	
After fuel unloading is completed			
	9	Record the amount of fuel unloaded in the log (Appendix A, page A-1).	
	10	Prior to removing the fill hose from the tank, ensure that it is drained and that all drain valves are closed (if applicable).	
	11	Any fuel accumulated in the drip pans or spill container on the fill pipe should be poured into the tank (if it has the capacity) or disposed of appropriately (describe how it was disposed of, if applicable).	
	12	Inspect the tank truck prior to removing the blocks to ensure the lines have been disconnected from the tank.	
	13	Remove the blocks from the tank truck wheels.	
	14	Place a copy of this fuel-unloading checklist in the SPCC plan.	

APPENDIX C

INSPECTION CHECKLISTS (2 Pages)

MONTHLY INSPECTION CHECKLIST			
Date of Inspection:	Tank Name or No.:		
Date of Last Inspection:	Inspected by:	Signature:	
A. TANKS	YES	NO	NOTES
1. Are tanks marked properly?			
2. Is area atop and around tank and within berm free of combustible materials, debris, and stains?			
3. Is there any oil on the ground, concrete, or asphalt around the tank?			
4. Are there any visible cracks or indications of corrosion on the tank, at fittings, joints, or seals (such as paint peeling or rust spots)?			
5. Are there any raised spots, dents, or cracks on the tank?			
6. Does it appear that the foundation has shifted or settled?			
7. Is the fuel gauge working properly?			
8. Are all vents clear so they may properly operate?			
9. If rainwater is present within containment, does capacity remain for spill control (if applicable)?			
B. PIPING			
1. Is there any oil on the outside of or under any aboveground piping, hoses, fittings, or valves?			
2. Are aboveground piping, hoses, fittings, or valves in good working condition?			
C. SECURITY/SAFETY/SPILL COUNTERMEASURES			
1. Are lights working properly to detect a spill at night?			
2. Are all locks in the "lock" position?			
3. Are all warning signs properly posted and readable?			
4. Are vehicle guard posts in place and properly secured (if applicable)?			
5. Are spill kits easily accessible, protected from the weather, complete, and replenished if necessary?			
Corrective Actions Required:			

ANNUAL INSPECTION CHEC KLIST			
Date of Inspection:	Tank Name or No.:		
Date of Last Inspection:	Inspected by:	Signature:	
A. MONTHLY CHEC KLIST	YES	NO	NOTES
1. Have monthly inspection checklists been completed?			
B. TANKS			
1. Are all alarms and automatic shutoff devices working properly?			
2. Is interstitial monitor functioning properly (if applicable)?			
C. OTHER			
1.			
Corrective Actions Required:			

APPENDIX D

TRAINING OUTLINE AND
TITLE 40 OF THE CODE OF FEDERAL REGULATIONS
PARTS 1121 THROUGH 11220 - OIL POLLUTION PREVENTION

(29 Pages)

APPENDIX D

OUTLINE FOR SPILL PREVENTION, CONTROL, AND COUNTERMEASURES TRAINING

Training will be provided for facility personnel at the following times:

- C System startup or whenever new equipment is installed
- C Within the first week of employment for new personnel
- C Annually

The training will include complete instruction in the elements of the facility's Spill Prevention, Control, and Countermeasures plan and will include the following:

- A. Pollution Control Laws, Rules, and Regulations Including a Summary of Title 40 of the Code of Federal Regulations Part 112, "Oil Pollution Prevention" (see Attachment)
- B. Fuel Storage
 - 1. Purpose and application of the following system elements:
 - a. Tanks
 - b. Piping
 - c. Pumps
 - d. Accessory equipment
 - e. Electronic monitors
 - 2. Operation, maintenance, and inspection of system elements
- C. Spill Prevention
 - 1. Potential spill sources
 - 2. Spill flow direction and impact on navigable waters
 - 3. Procedures to prevent spills, especially during fuel unloading
- D. Spill Control
 - 1. Secondary containment
 - 2. Safety valves
 - 3. Pump and equipment shutoff switches
 - 4. Use of catch basin inlet covers or other diversionary devices
- E. Spill Countermeasures
 - 1. Location and use of emergency phone numbers
 - 2. Location and use of fire extinguishers
 - 3. Location and use of spill cleanup kit
 - 4. Stopping the leak

ATTACHMENT

TITLE 40 OF THE CODE OF FEDERAL REGULATIONS
PARTS 1121 THROUGH 11220 - OIL POLLUTION PREVENTION

APPENDIX E

SPILL REPORTING FORM
(1 Page)

APPENDIX E

SPILL REPORTING FORM

1. GENERAL		
Name of Facility: National Weather Service Pittsburgh Weather Forecast Office	Address: 192 Shafer Road Moon Township, Pennsylvania 15108	
Completed By:	Organization: National Weather Service	
Position:	Phone:	
2. SPILL INFORMATION		
Date:	Time:	
Location at Facility:	Quantity:	
Substance Spilled:	Other:	
3. OUTSIDE NOTIFICATIONS		
Agencies	Recorder at Outside Agency	Date and Time
Call 9-1-1 if there is an immediate emergency, if "9" is required for an outside line, dial 9-9-1-1		
NWS/NOAA: Mike Jacob: (301) 713-1838, ext. 165 Olga Kebis: (301) 713-1838, ext. 173 Kevin Murray: (631) 244-0146 Lynnette Ansell: (757) 441-6298		
EPA NATIONAL RESPONSE CENTER or U.S. COAST GUARD: (800) 424-8802		
Pennsylvania Department of Environmental Protection: (412) 442-4000 (24 hours)		
4. INFORMATION ON SOURCE AND CAUSE		
5. DESCRIPTION OF ENVIRONMENTAL DAMAGE		
6. CLEANUP ACTION(S) TAKEN		
7. CORRECTIVE ACTION(S) TO PREVENT FUTURE SPILLS		

Note: All information must be filled in. If something is unknown, write "unknown."
Copies must be submitted to the NWS/NOAA personnel listed above.

APPENDIX F

CROSS REFERENCE OF THE REQUIREMENTS OF
TITLE 40 OF THE CODE OF FEDERAL REGULATIONS,
PART 112.7, WITH THIS PLAN
(1 Page)

APPENDIX F
CROSS REFERENCE OF THE REQUIREMENTS OF 40 CFR 112.7 WITH THIS PLAN

CFR Citation	Item	Plan Location
112.7(a)	Spill History	Part I.B.4
112.7(b)	Potential Spill Prediction, Volumes, and Rates	Part I.B.5 and Table 2
112.7(c)	Containment and Diversionary Structures	Part I.B.2 and Part II.B.2
112.7(d)	Secondary Containment Impracticability	Not Applicable
112.7(e)(1)	Drainage Control	Part I.B.3
112.7(e)(2)	Bulk Storage Tanks and Secondary Containment	See Subparts
112.7(e)(2)(I)	Tank Compatibility with Its Contents	Part II.A.1
112.7(e)(2)(ii)	Diked Area Construction and Containment for Storage Tanks	Not Applicable
112.7(e)(2)(iii)	Diked Area Inspection and Drainage of Rainwater	Not Applicable
112.7(e)(2)(iv)	Corrosion Protection of Buried Metallic Storage Tanks	Not Applicable
112.7(e)(2)(v)	Corrosion Protection of Partially Buried Metallic Tanks	Not Applicable
112.7(e)(2)(vi)	Aboveground Tank Periodic Integrity Testing	Part IV.B.1
112.7(e)(2)(vii)	Control of Leakage through Internal Heating Coils	Not Applicable
112.7(e)(2)(viii)	Tank Installation Fail-safe Engineered	Part II.A.1, B.1
112.7(e)(2)(ix)	Observation of Disposal Facilities for Effluent Discharge	Not Applicable
112.7(e)(2)(x)	Visible Oil Leak Corrections from Tank Seams and Gaskets	Part II.A.3 & Appendix C
112.7(e)(2)(xi)	Appropriate Position of Mobile or Portable Tanks	Not Applicable
112.7(e)(3)	Facility Transfer Operations	See Subparts
112.7(e)(3)(i)	Buried Piping Installation Protection and Examination	Part II.A.1 & Appendix C
112.7(e)(3)(ii)	Not-in-service and Standby Terminal Connections	Not Applicable
112.7(e)(3)(iii)	Pipe Support Designs	Not Applicable
112.7(e)(3)(iv)	Aboveground Valve and Pipeline Examination	Not Applicable
112.7(e)(3)(v)	Aboveground Piping Protection from Vehicular Traffic	Not Applicable
112.7(e)(4)	Facility Truck Unloading Operations	Part II.A.2
112.7(e)(5-7)	Oil Production Facilities (Onshore) and Oil Drilling, Production, or Work over Facilities (On Shore and Offshore)	Not Applicable
112.7(e)(8)	Inspections and Record Keeping	Part II.A.3
112.7(e)(9)	Security	See Subparts
112.7(e)(9)(i)	Fencing	Part II.A.4
112.7(e)(9)(ii)	Flow Valves Locked	Not Applicable
112.7(e)(9)(iii)	Starter Controls Locked	Not Applicable
112.7(e)(9)(iv)	Pipeline Loading and Unloading Connections Securely Capped	Not Applicable
112.7(e)(9)(v)	Lighting Adequate to Detect Spills	Part II.A.4
112.7(e)(10)	Training	See Subparts
112.7(e)(10)(i)	Personnel Instructions	Part II.A.5 & Appendix D
112.7(e)(10)(ii)	Designated Person Responsible for Spill Prevention	Page i
112.7(e)(10)(iii)	Spill Prevention Briefings	Part IV.B.2

Note: CFR Code of Federal Regulations